DELAWARE AND HUDSON CANAL

Complete Revolution in the Method of Operat-

KINGSTON, Dec. 18 .- The Delaware and Hudson

Canal Company has issued a circular to boat-

men that is the sensation of the day in boating

circles, and makes a complete revolution in the

methods of operating the canal. The circular

says that, owing to the progressive decrease in

inability of boatmen to make a sufficient num-

ber of trips to make the business of transport

ing coal to tidewater more remunerative, it has

method of transporting coal by canal, as follows:

1898, the fleet will consist of about 450 boats

which will be bandled by about 200 beatmen, to

be chosen by the superintendent. In selecting

boatmen due consideration will be given to

length of service, qualification, &c. A fair per-

centage of the number of boatmen required will

be taken from Honesdale, Rondout, and inter-

mediate places. No particular boat will be as

signed to a boatman, but he will be required

to take the first boat loaded at Hones-

dale, and also light boats from Rond-

THE LIVELY WEST INDIA SEALS.

Glass Screen to Be Put Up to Keep Them

A glass screen is to be set up around the pool

occupied by the West India scals at the Aquarium. It will rest upon the stone coping of the

pool, and rise to a height of about three feet.

This acreen has been made necessary by the play-

fulness of the seals in spurting water upon the

visitors standing around the pool; a playfulness

that would scarcely have been looked for in

animals that showed the idleness that these did

when the first arrived. But good food and good

Genuiue Ohio Coffre.

From the Cincinnati Enquirer.

tog It-A Circular to Beatmen.

derful knack fashioned silbouettes. He was one of New York's original Bohemians, whose conversation was more interesting than his pictures. The New Yorkers of De Witt Clinton's generation knew John Wesley Jarvis as loving notoriety and fantastic costume, and as losing the artist in the boon companion.

At the beginning of the naval war with England a firm of portrait painters, Waldo & Jewett, enjoyed a vogue in this city. They were Connecticut boys who came to New York with only a few dollars in pocket. Jewett was first employed by Waldo to grind his paints, and in time became proficient with palette and brush. Waldo caught the likenesses and Jewett painted the accessories of dress and surroundings. The portrait of Mayor Stephen Allen in the City Hall was of their production, so was that of Peter Remsen, a founder of the Treat Knickerbocker family of that name, hanging in the Historical Society collection. Walde worked fifty-three years in this city devotedly at his profession, and had a picture in the Academy exhibition of 1861, in which year, as an Academy Associate, he died, aged 78.

A score of portraits painted in his Barclay street studio by Charles C. Ingham, who came here from Dublin, hang on the walls of houses in this city. He was an original member of the old Academy of Fine Arts, which occupied a building in Barclay street near Broadway, nd was one of the secoders who founded the Academy of Design. Of these only Cummings, Durand and Morse (New Yorkers all) survived Ingham. His specialty was feminine por traiture, and through his excessive elaboration his larger portraits presented all the delicacy and finish of the miniature on ivery.

The portrait of Mayor Philip Hone in the City Hall was painted by John Vanderlyn, who was brought from his native Kingston-on-Hudson to this city by Aaron Burr. The latter accidentally saw a charcoal sketch made by young Vanderlyn on a barn door and recognized the talent in its conception and execution. Vanderlyn became famous in this city and his picture of Marius in the ruins of Carthage, best known by the Durand engraving, in Paris in 1808. Vanderlyn had gone to the French capital at the expense of Burr to pursue his studies. He was a victim of ill-luck, for this medal was three times pawned in his poverty and as often-redeemed by sympathizing friends, once by the great grandfather of him whom New York loved as "Larry" Kip. Van-derlyn painted President Jackson and Burr's ill-rated daughter. Theodosia Alston. The latter picture hung in Burr's quaint little Reade street house—soon to be demolished for part of the site of the new Hall of Records, and his friends have seen the old Vice-President often weeping before the painting, so lifetike had Yorkers will recall the old rotunds which stood where the old Sessions building now is, which was used temporarily as the general Post Office after the Wall street structure was burned in the great fire of 1835, and next was used by the Commissioners of the almshouse for ffices. The Common Council gave Vanderlyn the use of the ground and he built the roda for the purpose of therein exhibiting panoramas of his own painting. He died in destitution at his birthplace and lies forgotten in the Wiltwyck Cemetery at Kingston,

Thomas Sully, who had the distinction of painting a portrait of Queen Victoria (he was born a subject of her grandfather, George III.), was, after his arrival in the United States,, a resident of this city for a few years before going to Philadelphia, where he died at a very advanced age. In this city, at the order of the corporation, he painted for the Governor's Room in the City Hall, a portrait of Commodore Pecatur. He, like Ingham, delighted in paint ing female beauty. His portrait of Farny Kemble as Juliet was painted for Henry C. Carey, and that of Mrs. Paton Wood as Amina in "Sonnambula, hangs in the gallery of the Philadelphia Academy of Fine Arts, Marshall O. Roberts, ever the patron of New York artists, employed him to paint the Samaritan woman at the well. Sully, while residing in New York, was much petted by its society and especially by the Sedgwick family. He pretty

for seventy-three years was an ardent naturalized American.

Most visitors in Central Park as they pass the statue of Samuel F. B. Morse regard him as associated with the electric telegraph and forget that he was once a portrait painter in this city. When Lafayette visited New York in the thirties the Common Council employed Morse to paint the Franco-American hero. Chancellor Keut also gave him sittings.

Asher Brown Durand was for the decades between 1820 and 1870 an artistic favorite of New Yorkers, who found it difficult to decide whether he excelled most as engraver or paintier in oils. As an engraver, New Yorkers knowhim best, as having transcribed Trumbull's picture of the signing of the Declaration of Independence from canyas to steel plate; and as a painter for his portrait of the poet Bryant and his "Wrath of Peter Stuyvesant." Durand's limiscapes in oils or en steel plate were valued highly. Two of his best pictures belong to the Lenox collection. The Kembles of Cold Spring own one of his finest tree groups. He was for a long time President of the National Academy of Design.

During the early fifties Walter E. West four

any of Design.

During the early fifties Walter E. West flouring the early fifties Walter E. West flouring et here. He had passed a large portion of his life in Europe, where he had had the distinction of painting portraits of Lord Byron, Shelley, the Countess Gulcelola, and Felicia Hemens. His recollections of these celebrides were delightful. A picture of his called "The Confessional" was ever a favorite with Washington Irving, at whose suggestion the New York Historical Society added the work to its gallery. F. H. Delano of this city purchased many of West's works.

gallery. F. H. Delano of this city purchased many of West's works. New Rochelle boasts the nativity of Robert W. Weir, who while residing in this city in the New Rochelle boasts the nativity of Robert W. Weir, who while residing in this city in the pursuit of his art became an academician in 1829. He was long professor of drawing in the West Point Academy, but retained a stud o in New York, where he completed his picture of Red Jacket, the Seneca warrior. The portrait was an order by the late John W. Francis, in whose Hond street residence it was long to be seen. His "Faith Holding the Sacramental Cup" belonged to Jonathan Sturgis; R. L. Stuart took his "View on the Hudson," Robert Olyphant acquired his "Niagara Falls," and Henry A. Coit his picturesque "Greek Girl," wille Marshall O. Roberts hung in his now unfortunately dispersed gallery, "The Embarkation of the Pilarims."

John Gadsby Chapman, of Virginian birth, was especially happy in seizing upon Shakesperian characters. Most of his artist life was passed in Home, where he educated a son in the same profession. Washington tourists frow Chapman by his "Baptism of Pocahontas" in the rotunda of the Capitol, painted in his New York Studio, Jonathan Sturgis bought his picture of the "Israelites Shorling the Egyptians," Marshall O. Roberts his "Rachel" and James Lemox "An Italian Milestone."

Thomas Coles twenty-two years as a New York academician were memorable, although he began with a studio in a garret. An English boy transferred to the Monongahela Valley, he had explored the Allegnenies and their rivers and painted their scenery. One of his autumnal landscapes he too to London and put it on exception at a gallery frequence of by London critics. It was called "American Indian Summer," and of its many hued and gorgeous follage they fell foul. "Impossible, "inghtmare coloring," "Turner burlesqued," were some of the expressions they used. Cole was a poetas matticular The Voyage of Life, "so widely known.

pressions they used. Cole was a poet-proved by his three pictures in the series d "The Voyage of Life," so widely known.

from the nature of his adopted land. At his death he had produced at his studio at the corner of Broadway and Wall street skty-three landscapes.

Cole's contemporary, Henry Imman, was nrined the Sir Thomas Lawrence of the United States by several New York critics during the thirties and fortles. As a portrait painter he was the rage. He had been a pupil of Jarvis. He was born of English parents at Uties and gravitated to New York. Scarcely an old Knickerbocker is without a specimen of Imman's portraiture or one of his landscapes or story-telling canvases. After his death in 1846 a loan exhibition of his pictures was given for the benofit of his family in the American Art Union rooms, and there 126 of his portraits and other works were to be seen. Imman's art can be well examined in his portrait of Mayor James Harper in the City Hall. He was a great acquisition to New York society, for he was an entertaining talker and had a distinguished air.

The painter, William Page, of the same New York period became best known by his "Venus," long on exhibition at the old Stuyvesant Institute. One of his latest efforts was Farragut in the shrouds of his flagship passing the forts below Now Orleans.

A tribute was recently paid to the genius of the portrait painter, Charles L. Elliott, who was a New York favorite half a century ago, when at the November exhibition of paintings at the American Institute Fair crowds collected around his portrait of N. P. Willia and George P. Morris. His ability and standing may be incread from the fact that William W. Corcoran brought Elliott to the national capital from New York in order to paint the Corcoran portrait, which is to be seen in the gallery which that wealthy art patron there founded, how parfectly his brush and paleite did their work may further be inferred from the fact that during his residence in Italy be made a copy of an old master which was stopped in transit by the Government officials, who supposes it to be the stolen original.

Emmanuel Lautze may be regarded as a New

D. Sloane, and "A Cool Spot" in that of John Jacob Astor.

The Hogarth of New York was a banker and City Chamberlain, Francis W. Edmonds, who contributed fifty genre pictures to Academy exhibitions. Among them may be mentioned "Dominie Sampson," "Sparking," "The Bashful Cousin," "Taking the Census," and "Yankee Bargataing." A former New Yorker, William L. Mount, was termed in his day the comic ninter of American life. His "Turning the Grindstone" may be seen in the Sturgls collection, his "Bargaining for a Horse" in the Historical Library, and his "Raffing for a Goose" was taken to England by Mrs. M. O. Roberts on her marriage to Col. Vivian as an example of American life and comic act.

That whimsical Irishman, Paul Duggan, who died professor of drawing in the old Free Acad-

can life and comic art.

That whimsical Irishman, Paul Durgan, who died professor of drawing in the old Free Academy, now the College of the City of New York, painted portraits in oil, notably one of the late George L. Duyckinck, but was as great a crayon artist as Richard Doyle of Punch fame. Tompkins Matteson, during the forties, had a well-known Broadway studio, and painted a picture that he called "The Spirit of '76," showing an old man blowing the fife and a boy beating a drum. Engravings of this painting are to be found in the print shops.

During the fiftles three painter chums occupied together a Broadway studio—Louis Lang, Thomas P. Rossiter, and John J. Kensett, all Academicians. The first became famous for a picture of the Maid of Saragossa, owned by R. L. Stuart, and Rossiter for some scriptural paintings, including "Jews in Captivity," Miriam, and "Wise and Foolish Virgins," while Kensett became a painter of landscapes of the Middle States. Lord Ellesmere, when visiting this city, remarked that if he wished to carry home pictorial impressions of American scenery he would select spectmens of Kensett. Henry Peters Gray was a born New Yorker, and became an art student with Huntington. He made his coup by putting on canvas Irving's sketch of 'The Pride of the Village."

Thomas Hicks, who became an Academician in 1851, and died here in 1890, lives in his many portraits of New Yorkers. That of Col. Emmons Clark, one of William M. Evarts in the Century Club, and those of the poets Halleck, Bryant, and Bayard Taylor, and of Beecher and Edwin Booth, are very well known.

## PROSPERITY IN PENNSYLVANIA. The Revival of Business Shown by Official Statistics of Corporations.

HARRISBURG, Dec. 18,-There has been a great increase in the volume of business transacted by the corporations of Pennsylvania since the election of President William McKinley. Every feature or branch of corporation business shows a steady growth in its operations this year as compared with 1896, according to the reports of the State Department. It is doubthistory of the State when a similar comparison would have shown the same results. The figures were prepared by Corpora ion Clerk William C. Farnsworth of the State Departnent. This department of the Government of Pennsylvania has exclusive jurisdiction over the issuance of charters, the increase or de crease of corporate stock or indebtedness, the extension of railways, the dissolution of corporations, and the registration of foreign corporations seeking to do business in this Comonwealth.

The most interesting feature of the subject is erhaps the business of railroad companies. These corporations reflect every fluctuation in the business of the State. During the months of March, April, May, June, and July, 1896. when the free silver heresy was at its floodtide and before the business men of the country had settled down to the belief that the sober sense of the American people was bound to triumph, there was an almost complete stoppage of railroad business in the office of the Secretary of the Commonwealth. During these five months not a single paper was filed in this office for the increase of the capital stock or indebtedness of a railroad or the capital stock or inneoteeness of a railroad company. On the other hand, during the same period of 1897, following McKinkley's innuguration, the department authorized the increase of railroad stock and indebteness to the amount of \$50,000,000. In 1896 there were only five street railway companies chartered with an aggregate capital of \$112,000, while in 1897 there were

railway companies chartered with an aggregate capital of \$112,000, white in 1897 there were nineteen comprises chartered with an aggregate capital of \$1,553,000, or an increase of about 1,400 per cent. In 1898 the total capital represented by all the corporation transactions of the department amounted to \$73,000,000, and in 1897 to \$163,000,000, an increase of 125 per cent.

During the month of October, 1896, there were twenty-eight miscellaneous manufacturing companies chartered, with an aggregate capital of \$942,000. During the same period of 1897 there were forty similar corporations chartered, with an aggregate capital of \$3,390,000, an increase in capitalization of \$2,200,000, or nearly 300 per cent.

During the month of November, 1896, there were twenty-five manufacturing companies chartered, with an aggregate capital of \$3,390,000. An increase in capitalization of \$2,100,000. This shows an increase in capitalization of \$3,653,000. This shows an increase in capitalization of over \$3,000,000, or about 500 per cent.

During the month of November, 1896, existing corporations increased their capital stock and indebtedness to the amount of \$723,000, while for the same month in 1897 these increases amounted to \$16,200,000, on about 2,500 per cent. The business for the first ten days in occase in capitalization of \$15,000,000, on increase in capitalization of the same period in December, 1896.

# THE CRETAN FLAG.

## Big Black Cross on a White Ground and a Littie White Cross on a Blue Ground.

To the number of countries having national flags-their number is now more than a hundred-is to be added Crete, the patriotic Cretans believing that the selection of a flag should precede rather than follow autonomy. The formal acceptance of the Creten flag was made at the Monastery of Arkadi, on the scene of the stand made by the natriotic Cretans against the Turkish soldiery in the revolt of 1868.

The Cretan flag is to show a black cross upon a white ground, symbolic "of the mourning of Crete for the continued postponement of her national aspirations." White and black on a flag is not an approved combination, except among pirates, and for that reason the Cretan flag, at some sacrifice of symmetry, has been further embellished by a second and smaller cross in the left-hand under corner, a white cross on a blue ground, the Greek colors. The portion of the flag occupied by the Greek colors is symbolic of the hope of ultimate consolidation of Crete with Greece. Monastery of Arkadi, on the scene of the stand

ment. Both Oliver and John were of a lively, happy disposition, strong, active, and full of pranks. Both were under the average height,

and John was a fat little boy.

It was not until Oliver left school and went to Harvard that the brothers were separated. Oliver soon began to take on some of the importance of every student, and, although he came home every afternoon after recitations, still college life modified his wave gradually cause there was noncern casters.

"After the cloth was removed, the Chairman rose, and with suitable solemnity gave the first regular toast. 'Speed the Plough.' This was acknowledged by Mr. Holmes in a neat speech acknowledged by Mr. Holmes in cast speech acknowledged by Mr. Holmes in cast speech acknowledged by Mr. Holmes in a neat speech acknowledged by Mr. Holmes in a and markedly, until John was made to feel that he was very much younger than his brother. When John went to Harvard Oliver was a Junior In John's class were John S. Dwight, the cele brated critic; J. S. Buckminster, afterward Judge: George Ticknor Curtis, Estes Howe, afterward an eminent doctor; Charles T. Brooks, Josiah Gardner Abbott, and others got more or less of the gloss of fame. In the class shead of John were Wen dell Phillips, who already had made a reputation as a debater, and John Lothrop Motley, and among the juniors, with his brother, were Charles Sumner, Benjamin Peirce, James Freeman Clarke, and William Henry Channing. In ooking over the class lists of those days one finds many a name that became known throughout the land. Chief among the students were the sons of the high-standing Boston families. John was graduated in 1832, three years after

Oliver, who was then mingling poetry and medcine. Then there came the not uncommo crisis in the life of the young John. He fell in ove. The girl was a governess, lovely and amiable, full of sympathy; and John loved sympathy. John's mother heard of the tryst and forbade them. John said that he wished to narry the girl. Mrs. Holmes said no; and she called Oliver in and asked him to point out to John the error of his ways. Oliver, a little gilded even then with fame, declared that the girl was too poor to merit John's choice. The girl, by the way, was of good and respectable family Oliver's objection was supported by Mrs. Holmes, and the interview ended. However, John had no intention of giving the girl up. He left the house with the independence of Continental, and went to seek his sweetheart. and low: but, restricted by his own family and discouraged by the family of the girl, he was unsuccessful. He could not find out where she was. It is said that a newspaper notice of her death was the first news he got of her. He learned then that she had been living in a re-mote part of the country, striving among rela-tives to keep up the pride that would not permit her to marry into a family that looked down

her to marry into a family that looked down upon her.

John went to the Law School, and, after graduation, started to practice; but the spirit was lacking. He got the degree LL B. from Harvard in 1839, but his lie was devoted to literature and to study. He joined a group of the brightest men in Cambridge. That was the Whist Club. James Russell Lowell, John Bartlett, the compiler of "Familiar Quotations," and Dr. Howe were members. Occasionally the club was visited by Longfellow, Dr. Peabody, and other brilliant and mild-mannered professors from Harvard.

Once, when the club was flourishing, Bartlett sent Lowell a big trout, which excited Lowell to write these lines:

The friend who gave our board such gust,

The friend who gave our board such gust, Life's care may he o'erstep its half; And when death hooks him, as he must, May John H. write his epitaph.

The epitaph has not been written, for Mr. Bartlett is allve and well to-day.

There was a lively tilt of tongues at the club one day. The subject drifted to Holmes's bachelor ways.

"You ought to marry and have a larger bouse," said one of the railiers.

"Why, yes," John Holmes laughed, "of course

Why, yes," John Molmes laugues, or consistent with the should improve quarters.

Why, yes, "John Holmes warmly, He owell admired John Holmes warmly, He owell admired John Holmes warmly, He owell friend John Holmes warmly warml

my quarters.

Lowell admired John Holmes warmly, He wrote to a friend once: "My old friend, John Holmes, the best and most delightful of men." That was in 1875. Two years later, when Lowell was in Paris, he sent this measage home: "The little woman at the kiosk where I buy my newspapers asked me once, as everybody else does, after John Holmes. She had a tame sparrow he used to bring cake to." Mr. Holmes had been abroad with Lowell.

In those days the younger Holmes spert much of his time writing. But nothing of his was published. Those who have seen his writings say that he had a fascinating style, which was adorned withflashing wit and homely humor. But Holmes was diffident. He cared not a snap of his finger for public praise. The fact that he found a small body of kindred sonis in Cambridge, to whom he might now and then reveal his written impressions of life and nature, was sufficient charm to his mode of living. Some one said to Lowell that Holmes ought to publish his works, and Lowell replied: "Holmes is one of those choice poets who will not tarnish their bright fancies by publishing them." Some of Holmes's cronies begged him to consent to the publication of a sketch or a poem, just to show the people that Oliver Wendell Holmes had a brother. But John resisted the importanity. He would not have any person say that he was jealous of Oliver, or that he was a worthy rival of him, or the like. The attachment of childhood never weakened bet centhe two brothers.

When Oliver was 70 years old, and his many

tachment of childhood never weakened bet een the two brothers.

When Oliver was 70 years old, and his many distinguished friends met to do him honor. John was unable to be with them. But he sent this testimonial:

"Ber ween my brother and myself there has never been but one subject of rivalry, that of

"He ween my brother and myself there has never been but one subject of rivairy, that of age, and there I have long since gained the day, having found myself generally considered as his superior on that point, John's hair had turned white prematurely, and it was abundant enough to attract the most careless glance. As intermediary between my brother and a casual portion of society, I have been made the depository of many favorable opinions in his behalf, and can honestly say that I have never accepted any commission for my services in the way of personal compliment."

Oliver, who had settled in Boston, frequently went over to Cambridge. He was a professor in

Oliver, who had settled in Boston, frequently went over to Cambridge. He was a professor in the Harvard Medical School then, and, besides, his literary lectures once in a while drew him toward the college. There, at a club or at the house of one of the many masters of literature who lived in the old college town in those days, Oliver met John. Theirs was a striking contrast. Oliver was spare, John slout; Oliver rather baid, John blessed with luxurism hair; Oliver a rady visitor to any circle in the room.

trast. Oliver was spare, John stout; Oliver rather baid, John blessed with luxurism hair; Oliver aready visitor to any circle in the room. John reliring; Oliver copiously witty. John temperately witty; Oliver buoyant conspicuously, John quiet and gentie.

A man who knows John Holmes intimately tells this story of him. The men knew of a student at Harvard who was "hard up," as the saying goes. The men looked about for a benefactor for this student and found Holmes. Ho went to the quies little recluse ame explained the situation. "Certainly," sait Holmes. He took out his wellet and gave the man a \$10 bill. Afterward he met this same man and preached a long sermion to him on economy. This was the conclusion:

"I hope you chuck away a little something all the time against coming years."

A biographer of Oliver Wendell Holmes said of the poet's brother the other day:

"In a literary way Mr. Holmes is a man of rare taste and cultivation. I remember going to his house on Applian Way once and linding him sitting in his shirt sleeves smoking like a chimney and reading some of the old Greek dramatists. Mr. Holmes has gone out so little that a great many persons right in Cambridge do not know him oven by sight. I happened once to be in the public library when he came in. The a trendant did not know him. It may have been that Mr. Holmes had not been to the library for a long time. From where I sat watching him he seemed like a Rin Van Winkle coming to some old favorite resort. Although a modest man, I burgine that Mr. Holmes face off show some surprise that the attendant did not know him. His resention from that gentleman was sufficiently warm to make up for the other omissions. reception from that gentleman was sufficiently warm to make up for the other omissions.

"After all, the ignorance of the attendant is not to be wondered at, for Mr. Holmes belongs to a former generation. In his day Prof. Sophocics lived in the college yard and kept hens, and,

explosion aboard their own ships, he said:

pretence of an agricultural restival and show of vecetables.

"Dr. Slowe and Mr. Storev were the other guesta, when (as the Annual Register would say) the following vegetables were served up with every refinement of the culinary art: Egg plants, squash, beets, carrots, polatoes, to-matoes, turnips, beans, corn, cucumbers, and (not exhibited, pvrly out of modesty and partly for want of suitable dishes, but alluded to modestly from time to time! cab-ages, salsify. Of fruits there was a variety, also from the estate, consisting chiefly of raspberries and black-berries. Claier, also from the estate, was kept-back out of tenderness for the guesta and because there was home-made vinegar in the casters. "We must bide a wee before this wishedfor harmony comes aboard at the gangway to stay with us, no matter how anxious the officers of line and staff may be for an effective as well as an honorable adjustment of the difficulties. What the landsmen, and especially the members of Congress, cannot appre ciate is that the changes in naval ships have been absolutely revolutionary, while the changes in the crews have been wholly of a nakeshift character. Indeed, there are not a few officers of the navy who fail to appreciate he need of a revolution in the personnel of acknowledged by Mr. Holmes in a neat speech. He said that he felt himself completely squashed by the abundance before him. That, as there was nothing wanting, so nothing could be marked with a carrot. That Micawber himself would have been pleased with the turnups, than which who nose anything more charmingly retrousse? That he could asy with the great Julius, 'Veni, vidi, vici,' I came and saw a beet. That he could only stammer his astonishment at a board so cu-cumbered with delicacies. That he enviedithe potatoes their eyes to look on such treasures. That the Tommartyrs were worthy the best ages of the Chur h, and fit successors to St. Thomas. That with such corn, who would not be a toemartyr! That he hoped no one would criticise his remarks in a punktilious spirit." the navy that shall be as radical as that in he ships has been.

"Of course, everybody knows in a way the difference between the old frigate, with her lofty spars, and the low-lying coast defence, floating steel fort that has no spars at all save a stick for displaying signals, but not everyhody appreciates the change in the work, and therefore in the training and even in the personal character, needed in the men manning the modern warship.

"It may seem unnecessary to say it, but let would criticise his remarks in a punktilious spirit."

In 1872 Mr. Holmes went abroad with Lowell and a few other convival souls. The rest of his life he has passed in Cambridge, cared for only by a housekeeper as fond of solitude and quiet as himself. He owns a great deal of real estate, among which is a block of fine houses in the centre of Cambridge. He has no more mind for the details of business than he has for law, however, and an agent does all the work. me remind you that in the old days the sailors worked the ship. That is to say, there was a crew of, say, 400 men all told, and, save for a very few marines, the surgeon's crew, and the paymaster with his clerk, every man of them ould and did handle sails and steer the ship. The crew was organized on this basis, and even marines were sometimes assigned to do sailors' work. A disagreement as to rank or position among the officers of those days was of course, utterly impossible.

"Then came steam. One Secretary of the Navy was so displeased with the innovation that he impatiently cried 'I am steamed to death' when the subject was broached in his presence. What the old Secretary declared himself is surely coming to pass with the old-style line officer. That may sound far-reaching, but wait and see. When steam was shipments of coal by canal and the consequent introduced it was as a mere auxiliary force. The spars were no less lofty nor were the yards less widespread. The same canvas was used, and the same sailors were needed to handle it. been decided by the company to change the But a new class of men came aboard with the engines-the engineers and the firemen "Beginning at the opening of navigation in They were at once placed where they belonged -in the stokehole. They were useful-very useful, but they were auxiliaries. The sailors who could hand, reef, and steer still worked the ship, and could work it, if they had but a

capful of wind, regardless of the stokehole. "That was not all of the importance of the seaman, either. For a naval ship existed in those days for the one reason only that it might carry a gun afloat. The sole object of a naval ship was to fire a shot into an enemy of dale, and also light boats from Rond-out in their turn, depending upon the order of their arrival at either place. For instance, a boatman will be ordered to take a light boat from Rondout through to Honesdale, and on arriving at the latter place he will imme-diately be given another boat (the first one roady), and proceed with it to Rondout, return-ing in like manner from Rondout with a light boat a light manner from Rondout with a light boat a light be no delay at either terminus of the canal, and it is expected that each boatman will be enabled to make from twelve to fifteen trips per season. the nation, and Jack was the man to handle the side tackles, shore in or pull out the quoir under the gun's breech, squint through the sights, watch the roll, and, at the right mo ment, pull the lanyard. Of what account were the men in the stokehole save to furnish a sub stitute for the gale that sometimes failed to fill the sails?

Then came the civil war, John Ericsson had furnished the auxiliary power that was a good substitute for a sail full of wind—had furnished the screw propeller. In a time of great need he devised an iron fort that would not only float on, but could pass over water, even over and through the storm.est kind of a sea. There was not even the suggestion of a mast or a thread of a sail about her, unless a liagstaff suggest a mast. The day that this remarkable craft went afloat was one of the most momentous in the history of navies. per season.

"All boatmen will be expected to furnish their own outfit, with horses and crews as heretofore, and will enter into a written contract with the company to transport coal by the aforesald method, upon terms that will be announced later. On or before Jan. 31, 1898, the company will notify each boatman it may desire to retain in service, and if the terms are satisfacwill notify each boatman it may desire to retain in service, and if the terms are satisfactory to the boatmen selected they will be expected to make an assignment of their interests in their boats to the company. All other boatmen (except those having rights in boats to be given clear) will be reimbursed for their rights in their respective boats by purchase of their interest in such boats on the following terms, to wit: Hoats in Class A \$190, less the loans of \$40 in 1893 and \$50 in 1895; boats in Class B \$170, less the loans of \$20 in 1895; boats in Class B \$170, less the loan of \$20 in 1893, and \$50 in 1893; boats in Class C \$140, less the loan of \$40 in 1893; boats in Class C \$140, less the loan of \$20 in 1893; these boats to be turned over by bill of sale to the company upon the payment of the amounts above named by the naymaster at Rondout, upon authority given by S. S. Smith, superintendent, to whom all boatmen are referred for any other particulars regarding the new method above referred to."

diagretaff suggest a mast. The day that this remarkable craft went affoat was one of the most momentous in the history of navies. Everybody understands that in a way, but how many realize that on that day naval Jack lashed his hammock, stowed his clothes in his bag, and hoisting both on his ample if somewhat rounded shoulders, climbed over the rail and went ashore, leaving his berth to the despised gang in the stokehole! Why, you can't make even the naval officers see that plainly as yet, but they are coming to it about as rapidly as sails are disappearing from warships.

"But the building of the Monitor was not all of the change wrought in the tighting machines affoat during the civil war. There was another innovator, a Col. Charles R. Ellet, who turned some of the river steamboats into rams for use on the Mississippi. Ellet was not the only man to develop the old idea used by the ancient galley sailors of the Mediterranean, but he was one of the most enterprising at the North, as Pilot Montgomery was at the South. The rams, though of the crudest form, worked well, and straightway the beak on the ship became a fixture to bar the tar-handed sailor forever from the naval fighting machine. For the sallor, as a sailor, had nothing whatever to do with working this weapon of offence, whatever may have been his skill with the old amooth-bore 32-pounder. It was the man in the stokehole who drove it through the side of the enemy.

"Nor has the whole of the story been told."

the enemy,
"Nor has the whole of the story been told,
"Nor has the whole of the rifle, and this "Nor has the whole of the story been told. Following the ram came the rifle, and this was eventually of huge dimensions. Its size was denoted by its weight in tons instead of in pounds of projectile thrown, as that of the old gun was. Guns were made of 100 tons weight. And with these guns came carriages that had as intricate machinery as the old engines that drove the Hartford herself. There were and are hydroulie machiner, aircompressing machines, and electric machines for pointing and elevation the guns, and even for loading them. An electric holst lifts the cartridge from the mass sinc to the level of the gun's breach, and a steam rammer thrusts it home in the chamber.

"Now, consider this, is a training on the topsall yard with marlinspile in hand likely to better fit a man to do this work than the training of a machanic in the stock hole among the cranks and shafts of engines.

"And there is the steering of the ship. In the

pumps, and dynamos? The question answers itself.

"And there is the steering of the ship. In the old days two long ropes ran from the wheel through sheaves and fair-leaders to the tiller. It needed a sailor to handle the steering gear then, there is no doubt about that. But now the wheel is but a throttle valve and steam or electric machiners connects it with the rudder. What can Jack, with his ter and marlinspike and serving mallet, do with such year as now steers the ship! Absolutely nothing, in short, there is reither rathing nor dock grating left on board the modern fighting ship for a sailor to stand on.

animals that showed the idleness that these did when the first arrived. But good food and good care and comfortable quarters have made a great change in the scals, which have increased in size in wright, and thrived wonderfully.

The West India scals have always been a great attraction, and there are always to be found visitors standing around their pool, often surrounding it completely; and there are night vertain to be people looking down mon it from the grillery tier. A while ago the scals developed a playful habit of spurling streams of water about. A scal would did its head under the surface, take in a monthful of water, and, raising its head, throw a small stream for a distance of three or four feet with considerable accuracy. Sometimes one of the scals would in this manner vive a visitor a pretty good wetting. This was musains to those who were not wet, but of course disturbing to those who were; and, finally, as the scals showed an increasing tendency toward this part of playfulness, the water in the pool was drawn off during exhibition hours.

The scals naturally spend a considerable part of their time out of the water, but they like to have water to get into when they want to, and it is desirable that they should have it for the sake of the needed exercise they get in it; and commaratively idle as they are in the pool with the water drawn off, they are less attractive to visitors. With the glass screen up the pool with again be filled as usual, and the scals can be seen at their best; and as for the scals themselves in comfort and shoot as many streams of water as they want to, but harmlessly down the glass screen within. in short, there is reither ratine nor dock grating left on board the inaders lighting ship for a sailor to stand on.

"Of course it is not torgotten that some one on dock connect the wheel to joint the ship, and he has been, in fact, a sailor. But of what read use is the tar on his hands! it will be answered that the man who as a sailor hapaseed the weather earling on the topsail yard in the midwatch, while the ship relial down to the blast of a cyclone, or has baced the dustrier deck while that was done and has determined when it should be done, has had a truning that better than any other training had litted him to decide when and how to steer the ship as a ram. The training of a man in the stokehole is not so goed, it will be said, to given man the clear-eyed view of the dameers and opportanties of a battle as was the training on an old-fashioned frig the But the trigate is gone anyway, and suppose the man on the guart-ricek has bad the training that comes from facing the gale and to this has added such a knowledge of the machinery below as makes the engineer want to cling to it as to a sweetheart!

"Look at the matter as you would face a gale of wind, and it is plan that the efficient manowar's man in these days must be a machinist as well as a mayigator. A greasy mechanic handles the driving power, handles the ammunition hoist, handles the topped, handles the gun, and handles the tiller. In the old days the officers of the navy had to crawit through the have pipes into the forecastle, so to speak, when they would get aboard ship; that is to say, they had to learn to hand and reef the sails and uce the marimpike and the From the Cincinnati Enquirer.

CHILLICOTHE, Dec. 13.—A number of families will this winter use coffee which they have raised from the seed. The experiment of raising coffee was begun in this city some years ago, and has now reached that point where it is no longer an experiment. This season's crop has just been gathered, and is pronounced satisfactory in every way.

Among those who have raised crops of the fragrant berry are Miss Emma Reis of 294 East Fifth street, Mr. Gibery Reider. Sr., of Enstern avenue, Mrs. Anna Koutzen, and Mrs. Caroline Reider of East Scioto Township. Sood has been distributed among a large number of persons, on' in almost every case the crop has been satisfactory, both in size and quality.

From thirty plants Mrs. Reider has accured enough coffee to last her nearly a year, and the other crops were in pronortion. The grains are brown and hard, and, when reasted and ground, make an excellent coffee. In fact the families who used the coffee last year state that after they had used up their supply they were at a loss to find any on the market that was as good. speak, when they would get abourd ship; that is to say, they had to learn to hand and reef the sails and use the marlinspike and the serving mallet. But now there is neither sail nor rope nor marline aboard ship, figuratively speaking, but in place of them a handful of the most intricate and the most beautiful ma-

BARLY NEW YORK ARTISTS,

SOUTH FAIR PLANTED FAIR PLANTED

training there fit the graduates to understand all about the working of the ships they are to command. The Captain must be a mechanical engineer, first of all, astonishing as that assertion may seem, or else he cannot get his ship to sea. Then he must be a navigator to carry her across the ocean, and he must be a gunner and a torpedo launcher in order to work his long-range weapons of offence. That he can ram the enemy is implied in his ability to navigate the ship. The Academy must turn out men to command floating forts and not frigates. But because of the conditions that prevail in these floating forts—because they are from the stem to the stempost a mass of intricate machinery—something more than the training officers is now demanded of the national naval school. It cannot be expected that the change will be made quickly, but it must be made, whether or no you will, some time. The Naval Academy must furnish enlisted men as well as officers.

"There are very few officers that will agree with this statement, but every officer knows the need of improving the quality of the enlisted men. I have not tried to elaborate a plan for furnishing the ships, with crews of Naval Academy graduates, but I can indicate the way. It is a fact not creditable to this republic that no enlisted man in the navy can become an officer. The existence of caste in the navy is an inheritance from the days when press gangs filled a ship's crew and marines with fixed bayonets were needed to stand between the quarterdeck and the forecastle. To do away with this condition of affairs it is necessary only that the Academy be made free to all who would enter it, and that the graduates go aboard ship, not as officers, but as well-educated mechanics—in short, as enlisted men. "It is easy to see how a bill to increase the appropriation for the Academy would be opposed on the score of economy—especially such an increase as would give enough traduates, in course of time, to man the entire navy with mechanics. But there is one answer roady that is co

any other measure to awaken what I may call a nautical spirit among the people and so to re-pabilitate our long-neglected merchant marine."

## ONE WHALER IN BIG LUCK.

The Voyage of the Condemned Ship Envoy That Netted a Profit of \$188,450

NEW BEDFORD, Dec. 18.-The death here last week of the famous old whaling skipper. Daniel H. Parker, at the age of 93, loosed the tongue of one of the best known of the retired captains. He was seated in an easy old armchair in the office of a certain livery stable the day after. Capt. Parker's death, and when some one mentioned the old man's name this ancient wielder of the harpoon said:

"I sailed with Cap'n Parker once, an' I want to tell you that the wave never rolled that was high enough to frighten him. We were together on the old Martha, and after being gone about thirteen months and while on home the whole crew was taken down with scurvy. Cap'n Parker shaped away for a Brazilian port, and when we got there he shipped what oil we had home, and fitted out for a trip to the African coast, where we had good luck, and stowed away 500 barrels of oil. He was a lucky skipper, and he held the record for naving killed more whales with a hand harpoon than any other man in New Bedford. He had been around the Horn seven times, doubled the Cape of Good Hope five times, and sailed three limes around the world. At one time Cap'n Parker shipped on a whaler sailing from San Francisco, and in ten months the crew took 1,800 barrels of oil."

This talk about the dead skipper started talk about successful old-time trips from this port.

about successful old-time trips from this port, and one of the men present asked if the old Envoy didn't hold the record.

'Yes,' said the old skipper, "and there is something strange about that old ship, too. She came in from a whaling voyage back in '47, and was condemned at Provisience and offered for sale. William O. Brownell of this town went down there and looked her over. Her owners came in from a whaling voyage back in '47, and was condemned at Providence and offered for sale. William O. Brownell of this town went down there and looked her over. Her owners believed her to be fit for nothing better than old junk and firewood, and Brownell bought her for a song. He put her in shope for sea, and sent her out in command of Cap'n W. T. Walker, Cap'n Walker was a daredevil, or he never would have hoisted sail on the old hooker, for she was in such a shaky and leaky condition that the underwriters declined to insure her.

"Cap n Walker sailed for Wytoonee, one of the Disappointment islends in the Pacific, where he had stored 1,000 barrels of oll bought on a previous trip from a wreek, and getting that aboard, he sailed for Mytoonee, one of the Disappointment islends in the Pacific, where he had stored 1,000 barrels of oil bought on a previous trip from a wreek, and getting that aboard, he sailed for Manila and sent the oil to London. Talk about luck! That trip on the rotten old Envoy beats anything in the history of whaling. After leaving Manila Cap'n Walker cruised in the North Pacific, and in fifty-five days took 2,500 barrels of oil. He put back to Manila and shipped 1,800 barrels of this cargo to London. With the 1,800 he sent along 40,000 pounds of bone. On his next cruise in the same waters he took 2,500 barrels of oil and 3,800 pounds of bone. With this load he sailed for San Francisco, where he sold 25,000 ga lons of oil at El a gallon, and the remainder (85,000 gallons) at 51 cents a gallon, and shipped \$12,500 worth of bone to New Hedford. During his time away from here he took 5,300 harrels of oil and 75,000 pounds of bone, and before he left San Francisco he sold the Envoy for \$6,000. Altogether Cap'n Walker was able to count up \$138,450 for the cruise in the Envoy."

AMERICAN TOOLS IN THE LEAD. A Lesson to English Manufacturers at the

Stantes Cycle Show in London. It has been evident to observing Englishmen for some time that American manufacturers of the finer classes of machine tools are fast displacing all others with their wares in the markets of the world, and this was particularly noticeable recently at the Stanley Cycle Show in London. A writer in Engineering of London says that this fact contains a lesson which the great English firms should take to heart. In other directions, he declares, there are not wanting indications that English manufacturers will be hard pressed in the near future. He continues: "English manufacturers are scarcely repre-

sented. American firms, the names of which have now become to us familiar as household words, monopolize practically all the space allotted to machinery. Of th's machinery at the Stanley Show a fair proportion was in opera-Stanley Show a fair preportion was in opera-tion, and that was American only not a single English machine, exerting some special lattic malling machines, situated in a badly lighted pure or the ground boor. There was no stage serewandking machine or capstan lathe of English in a was even represented. "The well-known English firms were all con-spications by facing a same, and with but three or four exceptions, the stands occupied were not those of manufacturers, but those of the English arents of American tirms. This spicious by their allegae, and with but three er iour exciplions, the stands occupied were not those of manufacturers, but those of the English archis of American firms. This feature, in trath, has become of common contone expects it and looks for it. But it is not creditable to bid ish manufacturers nor does it augur well or the basis of the future. Here is a large method intaining, say, about twenty lears; there are scores of features, and many shousands of bands engaged in the manufacture of eyeles; yet the less equipped of these factories, the most modern, the most successful are equipped wholly, or amost wholly, not with English, but with American machine tools!

"The American-too, have been so successful in the manufacture of machinery for making English cycles that they are encouraged now to send over the cycles themselves to the English mark t. The American is shops are splendilly equipped with the mentiodern machines, and once they have the confirments of English agents, just as they send over the machiner, the twist drails, micrometer calipers, gauges, and tools for our workshops.

The American larke, he says, and he declared that it is much handler for use that the standard English markes.

formed guard was pacing in front of it. Learning that she was aged the officer went to the lawn and there met a very small, dignified lady

who, without preliminarie, said:
"My reason for disturb g you, sir, is this: Some of your soldlers are tearing down the fence around our garden and carrying away the boards. This leaves our home exposed to intrusions of all kinds and subjects us to great annoyance. I desire to ask that the destruction be stopped and further annovance of the kind be prevented."

"Madam, the destruction of private property is in violation of orders, and I will see that your fence is replaced." "Thank you. Good evening."

"Good evening, madam. Allow me," and stepping forward the officer held open the gate while the lady passed through and disappeared in the glosming.

The fence was repaired; a few days went by with the ordinary routine of military duty, and then, the dark mistress of the household again announced that "De lady wanted to see de Kurnel in de yard." As soon as the officer made

his appearance Mrs. Clay began:
"Sir, my last servants, enticed, I believe, by persons connected with your army, left me today, and my condition is most distressing. My husband is ill-unable to leave his bed, and I am left entirely alone in midwinter. You cannot realize the terrible situation in which I am placed, and it is humiliating to have to annor you with a purely personal complaint, Will you send my servants back to met"

"Madam," replied the officer, "I do not claim

"Madam," replied the officer. "I do not claim to have any control over the negroes as long as they are orderly and peaceable, but I will endeavor to persuade your servants to return. They certainly will receive no encouragement from the army to leave their homes, and they will not be permitted to accompany it when it moves from here."

Again the gate was held open, salutations murmured, and the lady faded away.

The absconding servants—a man and his wife—were easily found among the throng that without a thought of to-morrow were tasting the first fruits of freedom. The man had been his owner's personal attendant, and his wife her mistress's maid, but the changed times had driven away all the other household slaves, and these two had, from necessity, been compelled to perform more and more labors until they had become discontented and abandoned their home. They were easily persuaded to return when told that they could not accompany the army on its departure.

A brief interval and then the old servant interrupted her elaborate preparation of supperone day to announce that "de lady was in de yahd acin."

terrupted her elaborate preparation of supper one day to announce that "de lady was in de yahd acin."

She was waited upon promptly, for her age, her feebleness, and her misfortunes all appealed to the sympathy of the Union officer. She was evidently distressed to an unusual degree and spoke with some embarra-sment.

"I need not tell you, sir," she said, "how this war has brought suffering and misery to the worsen and children of the South, for you and others in your army must observe our condition. We are unable, even when we have money, to buy the necessaries of life, and many of us are left entirely without help of any kind, because all the men of our families are away. As I have said before I am left almost alone with a bedridden husband, my sons all being in the service of the Confederacy. You will excuse me if I tell you that, until the present winter, I never put on my own stockings or shoes, but now I am compelled to be a servant, nurse, everything. The favor I wish to ask of you is this, and God knows how refluctantly I ask it! My shoes are worn through and I am actually walking on the cold ground. Could you take a buggy we have—it is all we have to offer—and in return procure for me a pair of shoes and a little whiskey with which to nathe my husband's rheumatic limbs? This is the only thing that gives him relief, and I am unable to procure it."

The uselessness of a buggy to the army was explained, but the assurance was given that the needed articles would be procured with as

key with which to nathe my husband's rheumatic limbs? This is the only thing that gives him relief, and I am unable to procure it."

The usclesness of a buggy to the army was explained, but the assurance was given that the needed articles would be procured with as little delay as possible, and the interview ended like those that had preceded it.

The regimental and post quartermaster, a big Pennsylvania German with the heart of a Christian and the resources of a Yankee, was sent for and the situation laid before him.

"My! Of course, the old lady, God bless her, shall have all she wants." he exclaimed. "The auther is going to Nashville to-morrow and he'll bring the shoes, and as for the whiskey, there's lots of it in the hospital department."

In less than forty-eight hours there were delivered to Mrs. Clay more than one pair of shoes and several bottles of whiskey, and mixed up in the packages handed out from the ambulance were papers of tea, coffee, sugar, and other things not to be found in the shops and stores of that little Southern city.

To such an extent was the symnathy of the Union soldiers excited by this incident and others of a similar kind, with the women and children destitute by the exigencies of war, that they repaired and started a steam mill, to which corn was hauled from affacent plantations, ground, and the meal freely given to all who needed it. A coal mine was reopened in a mountain near by, and i'rele Sam's mulestook, needed exercise hauling fuel to many homes. Officers and men worked cheerfully to help the helpless and relieve the distressed, An account of these distributions was known and is still in existence. As the service was considered extra-military, and as it cost the Government nothing, no return or report was made of it.

But war prevailed in other localities if peace syrond its whices of the localities of our cause for I believe the distributed its blessings for a time here, and orders cause for the troops to move. When their immediate departure was anounced another summons c

of the city:
"Colonel, these people were serry to see us come, but they are more serry to see us go."

From the Providence (E. I.) News. From the Providence (E. I.) News.

The celection in Connecticut this year is larger than ever before. The water is full of cels, Last summer residents along the itdal streams of the State noticed the research upstream of armies of cels, some of the schools being very large, and oil of them moving along as if battalons of an army. In many cases, these complaies were large as the cels of the largest size. Link in the salar the sels were seen swimming back again tower the salt water. None of the oldest distance residence as a signature of the control of the salt water, and of the control of the salt water, the salt water is factory explanation of this unincoentented conduct on the part of these slippery fish, but all predicted that cels would be interconcustly piconty this fall, and they are. The cell fishermer have already engight and sold thousands of dollars' worth of them.

## Scavengers of the Watery Wastes Can't Stand It. From the St. Lords Republic.

Cincaoo. Dec. 12—For the first time sirce Chicago beance a great better, great flocks of sea guills avaded Chicago River from the asse and ventured as for north sea lake street bride. Several amateur storts more took shots at them without effect, and were learned by the saliors.